

*DUAL-SUSPENSION*

[www.giant-bicycles.com](http://www.giant-bicycles.com)

**OWNER'S  
MANUAL**  
**SUPPLEMENT**

Version 1.2

## **TABLE OF CONTENTS**

Introduction .....	2
Shock Basics & Terminology .....	3
General Maintenance .....	5
XTC NRS .....	6
AC/All Conditions .....	8
Warp DS .....	12
Protege/Cypress DS/MTX 250 DS .....	15
Prodigy/Prodigy DX .....	17
DH Team/DH Comp .....	20
Giant Bicycle Limited Warranty .....	22
Contact Numbers .....	24

**NOTE: This manual is a suppliment for full-suspension bicycles. It is not a stand alone Owner's Manual and it should be read in conjunction with the Owner's Manual that came with your bicycle. Both manuals contain important information regarding the safety and operation of your bicycle.**

## **INTRODUCTION**

Congratulations on your purchase of a Giant full suspension bicycle. We at Giant Bicycle, Inc. are very proud of the bicycles we sell and are sure you will be happy with the performance of your new full suspension bicycle. Full suspension bicycles represent the latest in design and engineering and require special care. The pivots and links that are designed into your frameset allow movement and are high tolerance precision mechanisms. While Giant Bicycle engineers have strived to use the highest quality, most durable and lowest maintenance materials in these mechanisms, there are certain guidelines you must follow to attain optimal performance and proper wear characteristics from these mechanisms. For that reason, it is important that you take the time to read the following guidelines and the sections of the supplement that pertain to your bicycle.

## **Shock Basics & Terminology**

### ***Compression Damping:***

Compression damping aids in preventing the shock from bottoming out over big hits by absorbing some of the energy of the bump. While all shocks have compression damping, the ability to adjust it is only available on higher end coil shocks. Increasing the compression damping will make the shock compress more slowly when you hit a bump. When you increase the compression damping, you will effectively make the bike ride “higher” in the suspension travel curve and the shock will not be as supple over small bumps. Increased compression damping is usually reserved for high speed riding where “big hits” are encountered. For most off road riding conditions, the compression damping is kept low. It is also a personal preference that can be experimented with to find the optimal performance level for your style of riding and terrain.

### ***Rebound Damping:***

Rebound damping controls the rate of speed that the shock returns to its original position after your wheel hits an obstacle. The rebound damping prevents the shock from springing back so quickly that it can cause the bike to “buck” after hitting an obstacle. It also prevents the shock from topping out or rapid shock unloading. If the rebound damping is set too high the shock will “pack up”, or not extend to its full length over successive hits. This will cause the bike to eventually ride “lower” in the shock’s range of travel. The rebound damping is critical to the proper tracking of the wheel. With no rebound damping, the wheel may react too quickly to any encountered bump. A low setting is desirable for very rough broken terrain. A higher setting will help the shock react more smoothly where smooth, large gradual compressions are encountered as opposed to smaller repetitive hits. Increased damping will aid in control in high speed situations where a fast rebound of the shock may not coincide with the terrain.

***Standard Setting:*** Ride the bicycle off a curb and the shock should bounce once. If not, adjust damping knobs.

***Spring Rate:*** The amount of force required to deflect a spring a given distance. Usually the amount of force in lbs. to compress the spring one inch.

***Sag:*** Compression of the suspension caused by the riders weight.

***Rebound:*** The extension or return stroke of the shock or fork.


***Preload:*** The amount a spring is compressed on an extended shock or fork.

***Compression Stroke:*** The motion of the shock or fork in response to an impact.

***Bottoming Out:*** When all the suspension travel has been used.

***Topping Out:*** When all the suspension travel is available.

## **GENERAL MAINTENANCE**

- 1) Do not use high-pressure water sources to wash or rinse your bicycle. High-pressure water will force its way into the pivots and blow away lubricants as well as force contaminants into the mechanism. This can cause premature wear. Instead, use household dish soap and a soft nylon bristled brush to clean your bicycle and use a light spray to rinse. This is the same technique used by our race team mechanics while working on our team members' bikes. Towel dry and re-apply lube where necessary.
- 2) While we strongly recommend that an Authorized Giant Dealer perform maintenance on the suspension, we realize that you may do some of your own maintenance. If you disassemble the pivots of your Giant bicycle, please note:
  - a) Do not use harsh solvents on the pivots. Use soapy water or a citrus based degreaser instead.
  - b) Do not use cleaners that contain any type of abrasive no matter how gentle. Wipe the individual components of the pivot clean with a fresh, soft, low lint rag or towel.
  - c) Re-apply a small amount of high grade, low viscosity silicon or Teflon based lubricant to the pivot or bushing surface. Do not use a petroleum based lubricant or white lithium grease.
  - d) Be extra careful to not get lubricant on the threads of the pivot parts.
- 3) Components that thread directly into the frameset or other component need to have **blue** Loctite™ applied to the threads. It is very important that Loctite™ only be applied to the threads and not contaminate the pivot or bushing surface. Use of any other color Loctite™ besides **blue** will void your warranty. These steps will assure you of a smooth working pivot that will not become loose under normal riding conditions.
- 4) If you have purchased a complete bicycle, it must be assembled by an Authorized Giant Dealer in order for the warranty to be valid. If you purchased a frameset, the dealer must “de-burr” the bottom bracket threads prior assembly to assure proper bottom bracket installation. Giant Bicycle, Inc. is not responsible for damage to the frame due to incorrect assembly.
- 5)  **WARNING: With exception of the Giant DH model bicycles, all Giant bicycles are engineered for single crown forks only. Use of dual crown forks on any Giant bicycle besides the DH models will void the warranty and may result in frame failure, which can cause injury or death. Giant Bicycle, Inc. is not responsible for damages to the bike and rider resulting from the use of dual crown forks.**

## **XTC NRS**

Your new XTC NRS bicycle is the result of collaboration between Giant Bicycle Manufacturing and Renault Sport Formula One suspension engineers.

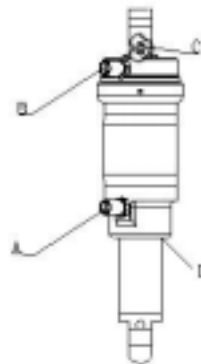
This frameset is built for **cross country riding**. It is a full suspension mountain bike that sprints and climbs like a hardtail with the control and comfort of a dual suspension.

The NRS or “No Resonance System” requires a “No Sag” set up. This is different than other suspension systems, which incorporate sag. To get the most from your XTC NRS bicycle, please follow the following set-up guidelines.

**“No Sag” Setup** (See Drawing #1):

- 1) As a starting point, set the positive air chamber (B) on the rear shock at 10psi over the rider’s riding weight. This is the weight while wearing all your riding gear. (For example, if the rider’s weight is 160 lbs set the shock at  $160 \text{ psi} + 10 \text{ psi} = 170 \text{ psi}$ )
- 2) To measure the travel, you can position the rubber “O” ring (D) on the shaft of the shock to measure the amount of compression/movement.
- 3) Set the negative air chamber (A) at 50psi.
- 4) The rider should be able to sit on the bike at rest without compressing the rear shock. If the rider compresses the suspension, add 10 psi to the positive air chamber (B) and retry setup.
- 4) Tune rebound damping (C) to personal tastes(see Shock Basics and Terminology).
- 5) If you have difficulty setting up the suspension, please see your Authorized Giant Dealer for assistance.

**Drawing #1**



***Maintenance*** (See Drawing #2):

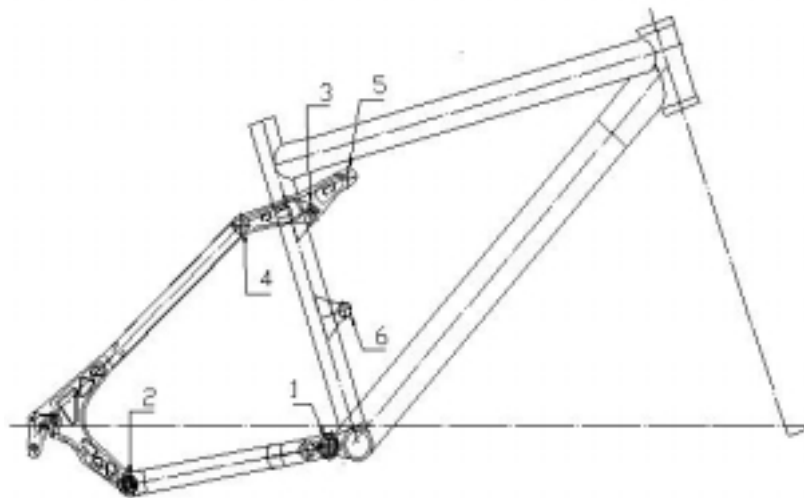
Before every ride, it is important that you inspect the frame pivots and links for any looseness or play.

- 1) If there is play, make sure that the pivot bolts are tightened to the appropriate torque value (see below).
- 2) If the pivot bolt is not tightened to the appropriate torque value, unthread the bolt enough to expose the receiving threads on frameset or linkage.
- 3) Put one drop of **blue** Loctite™ on the exposed receiving threads.
- 4) Tighten the bolt to the appropriate torque value.
- 5) Wipe off excess **blue** Loctite™ on the back of the threads.
- 6) If there is still play in the pivot or linkage, please see your Authorized Giant Dealer to have your bike inspected for any needed repairs.

***Torque values:***

- |   |                                      |
|---|--------------------------------------|
| 1. Main swingarm pivot (bottom bracket) | = 120-150 Kgf/cm. or 105-130 in-lbs. |
| 2. Chainstay pivot                      | = 120-150 Kgf/cm or 105-130 in-lbs.  |
| 3. Main linkage pivot (seat tube)       | = 120-150 Kgf/cm. or 105-130 in-lbs. |
| 4. Seatstay pivot                       | = 120-150 Kgf/cm. or 105-130 in-lbs  |
| 5. Upper shock mount                    | = 120-150 Kgf/cm. or 105-130 in-lbs. |
| 6. Lower shock mount                    | = 100-120 Kgf/cm. or 86-105 in-lbs.  |

Drawing #2





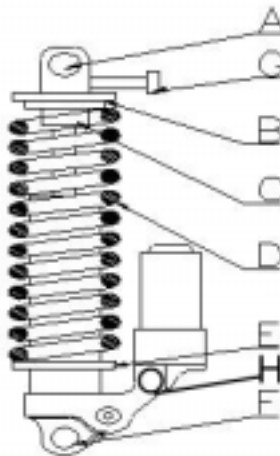
## *AC/All Conditions*

The Giant AC bike is positioned between the NRS superlight cross country bike and our heavy duty World Champion DH Team bike in performance characteristics. The AC bike is capable of climbing and descending the most technical of trails. With three travel settings for the rear suspension, you are sure to find a setting that suits your riding style. Please follow the guidelines below in setting up and maintaining your Giant AC bike.

### *Setup for AC1 & AC2 (See Drawing #3):*

- 1) Set the pre-load on the rear shock so it compresses 12mm while the rider is sitting on the bike (in riding gear). To measure the travel, position the rubber top out bumper (C) on the shaft of the shock to measure the amount of compression/movement.
- 2) If the shock moves less than 12mm, reduce the pre-load on the spring by turning the spring preload collar (E) counter-clockwise.
- 3) If the shock moves more than 12mm, increase the pre-load on coil spring by turning the spring preload collar (E) clockwise.
- 4) If you need to turn the shock collar more than six turns from the zero preload setting to achieve the proper amount of pre-load, you need a heavier spring. See your Authorized Giant Dealer for the appropriate spring.
- 5) Tune rebound (G) and compression damping (H) to personal tastes(see Shock Basics and Terminology).
- 6) If you have difficulty with set-up, please see your Authorized Giant Dealer.

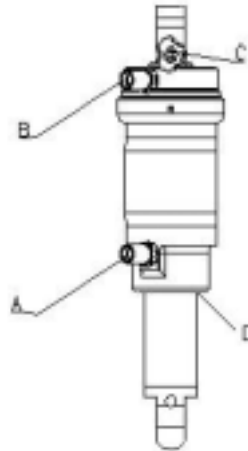
Drawing #3



***Setup for AC Air*** (See Drawing #4):

- 1) For initial setup, set the positive air chamber (B) to the rider's weight set the negative air chamber (A) to the riders weight minus 20 psi. (for example if the rider weight is 150 lbs, set the positive air chamber to 150 psi. and the negative air chamber to 130 psi.). It is important that the positive air chamber is set first. **NOTE: The negative air chamber can never have more air pressure than the positive air chamber. This will result in poor bicycle performance and cause premature wear of the shock.**
- 2) To measure the travel, you can position the rubber "O" ring (D) on the shaft of the shock to measure the amount of compression/movement.
- 3) If the shock moves less than 12mm, reduce the air pressure by 10 psi. in the negative air chamber (A) followed by the positive air chamber (B).
- 4) If the shock moves more than 12mm, increase the air pressure by 10 psi. in the positive air chamber (B) followed by the negative air chamber (A).
- 5) Tune rebound damping (C) to personal tastes(see Shock Basics and Terminology).
- 6) If you have difficulty with set-up, please see your Authorized Giant Dealer.

Drawing #4



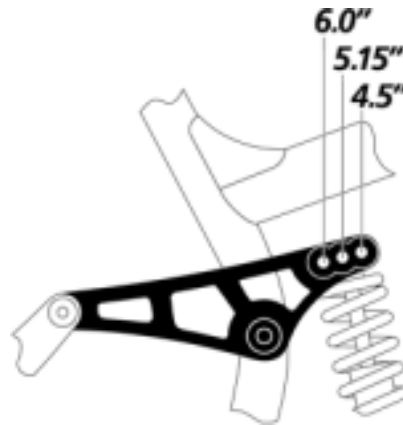
### ***Travel settings:***

Your AC bicycle gives you the ability to change the travel from 4.5" to 5.15" to 6" with minimal effort. This is accomplished with three positions of the upper shock pivot bolt (see Drawing # 5).

**To change the travel** (See Drawing #5):

1. Using a 6 mm Allen wrench, remove the upper shock mounting bolt.
2. Pivot the shock backward or forward to align the eyelet with one of the three holes. The forward most position is 4.5" travel, the middle position is 5.15" travel, and the rear position is 6" travel.
3. Install the bolt and tighten to the proper torque of 100-120 Kgf/cm (86-95 in.-lbs.).
4. After any adjustment is made to travel, you will need to readjust all air pressure or spring preload settings described in the preceding sections.

Drawing #5



***Maintenance*** (See Drawing #6):

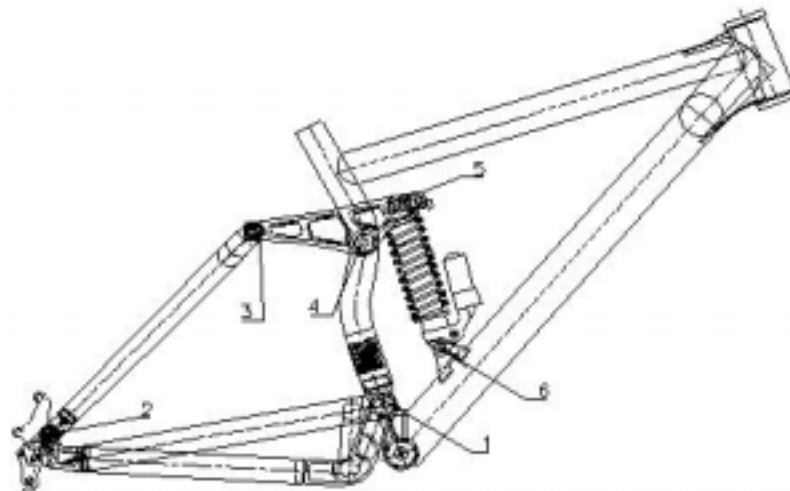
Before every ride, it is important that you inspect the frame pivots and links for any looseness or play.

- 1) If there is play, make sure that the pivot bolts are tightened to the appropriate torque value (see below).
- 2) If the pivot bolt is not tightened to the appropriate torque value, unthread the bolt enough to expose the receiving threads on frameset or linkage.
- 3) Put one drop of **blue** Loctite™ on the exposed receiving threads.
- 4) Tighten the bolt back to the appropriate torque value. Wipe off excess **blue** Loctite™ on the back of the threads.
- 5) If there is still play in the pivot or linkage, you may need a new pivot kit. Please see your Authorized Giant Dealer to have your bike inspected for any needed repairs.

***Torque settings:***

- |                           |                                    |
|---------------------------|------------------------------------|
| 1. Main swingarm pivot/BB | = 90-110 Kgf-cm or 78-95 in-lbs.   |
| 2. Bottom seatstay pivot  | = 90-110 Kgf-cm or 78-95 in-lbs.   |
| 3. Top seatstay pivot     | = 90-110 Kgf-cm or 78-95 in-lbs.   |
| 4. Main linkage pivot     | = 90-110 Kgf-cm or 78-95 in-lbs.   |
| 5. Top shock mount        | = 100-120 Kgf-cm or 86-104 in-lbs. |
| 6. Bottom shock mount/BB  | = 90-110 Kgf-cm or 78-95 in-lbs.   |

Drawing #6



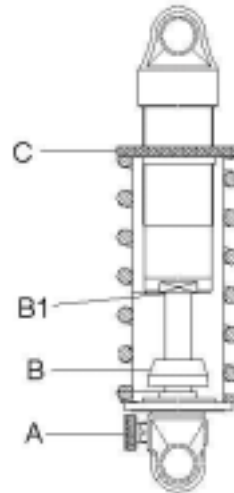
## **WARP DS**

The Warp DS Series is a great all purpose dual suspension cross country bike. The Warp DS offers 4" and 5" of rear wheel travel that works equally well on climbs as it does on descents. Please follow the guidelines below in setting up your Warp DS.

**Settings** (See Drawing #7):

- 1) The shock should be set to sag 10mm or 1/4 of its stroke while the rider is seated on the bike in riding gear.
- 2) To measure the travel, you can position the rubber top out bumper (B) on the shaft to the top of the shock (B1) to measure the amount of compression/movement.
- 3) If the shock compresses less than 12mm. You need to reduce the pre-load on the spring by turning the spring collar (C) counter-clockwise.
- 4) If the shock compresses more than 12mm, you need to increase the pre-load on the spring by turning the spring collar (C) clockwise.
- 5) If you need to turn the spring collar more than 6 turns from zero preload setting to achieve the proper pre-load, you need to get a heavier spring from your Authorized Giant Dealer.
- 6) Tune rebound adjustment (A) to your personal tastes(see Shock Basics and Terminology).
- 7) If you have difficulty tuning the shock, please see your Authorized Giant Dealer.

Drawing #7



***Spring Rate:***

Spring Rate	Rider Weight
650 lb/in	50-70 kg (110-154 lb)
800 lb/in	70-90 kg (154-198 lb)
1000 lb/in	90-110 kg (198-242 lb)

***Travel Settings:***

Your Warp DS Series frame gives you the ability to change the travel from 4" to 5" with minimal effort. This is accomplished by two positions for the rear shock pivot bolt.

***To change the travel*** (See Drawing #8):

1. Using a 5mm Allen wrench, remove the rear shock mounting bolt.
2. Pivot the shock up or down to align the eyelet with one of the two holes.  
The upper position is 4" travel and the lower position is 5" travel.
3. Install the bolt and tighten to the proper torque of 90-110 Kgf/cm. (78-95 in-lbs.).
4. After any adjustment is made to travel, you will need to readjust your spring preload setting as described in the preceding section.

***Maintenance*** (See Drawing #8):

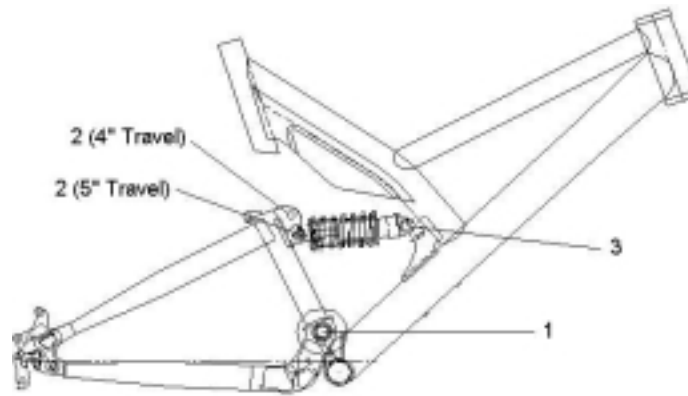
The Warp DS Series frame is designed to be as maintenance free as possible. However, before every ride, it is important that you inspect the frame pivots for any looseness or play.

1. If there is play, remove the main pivot bolt, clean, and apply **blue** Loctite™.
2. Reinstall pivot bolt to appropriate torque value (see below).
3. If there is still play in the main pivot, please see your Authorized Giant Dealer to have your bike inspected for any needed repairs

***Torque settings:***

- |                      |                                      |
|----------------------|--------------------------------------|
| 1. Main pivot bolt   | = 180-210 Kgf/cm. or 155-183 in-lbs. |
| 2. Rear shock mount  | = 90-110 Kgf/cm. or 78- 95 in-lbs.   |
| 3. Front shock mount | = 90-110 Kgf/cm. or 78- 95 in-lbs.   |

Drawing #8



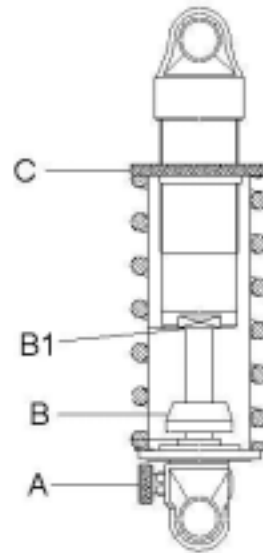
## **Protege/Cypress DS/MTX 250 DS**

The Protege/Cypress DS/MTX 250 DS incorporates a simple yet effective suspension system that will smooth out your daily rides. Please follow the guidelines below to setup your Protege/Cypress DS/MTX 250 DS.

**Setup** (See Drawing #9):

- 1) The shock should be set to sag 10mm or 1/4 of its stroke while the rider is seated on the bike in riding gear.
- 2) To measure the travel you can position the rubber top out bumper (B) on the shaft to the top of the shock (B1) to measure the amount of compression/movement.
- 3) If the shock compresses less than 10mm. You need to reduce the pre-load on the spring by turning the spring collar (C) counterclockwise.
- 4) If the shock compresses more than 10mm, you need to increase the pre-load on the spring by turning the spring collar (C) clockwise.
- 5) If you need to turn the spring collar more than 6 turns to achieve the proper pre-load, you need to get a heavier spring from you Authorized Giant Dealer.
- 6) If you have difficulty tuning the shock, please see your Authorized Giant Dealer.

**Drawing #9**





***Maintenance*** (See Drawing #10):

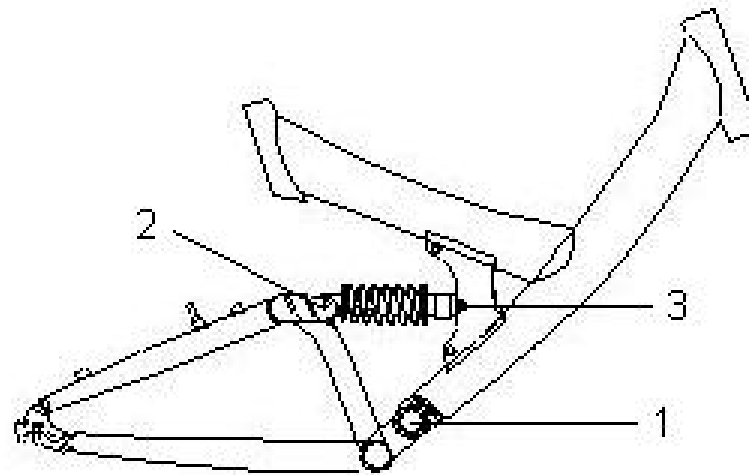
The Protege/Cypress DS/MTX 250 DS frame is designed to be as maintenance free as possible. However, before every ride, it is important that you inspect the frame pivot for any play.

- 1) If there is play, remove the main swingarm pivot bolt, clean, and apply **blue** Loctite™.
- 2) Reinstall pivot bolt to appropriate torque value.
- 3) If there is still play in the pivot, please see your Authorized Giant Dealer to have your bike inspected for any needed repairs

***Torque Settings:***

- |                        |                                     |
|------------------------|-------------------------------------|
| 1. Main Swingarm Pivot | = 100-120 Kgf-cm. or 86-105 in-lbs. |
| 2. Rear Shock Pivot    | = 100-120 Kgf-cm. or 86-105 in-lbs. |
| 3. Front Shock Pivot   | = 100-120 Kgf-cm. or 86-105 in-lbs. |

Drawing #10



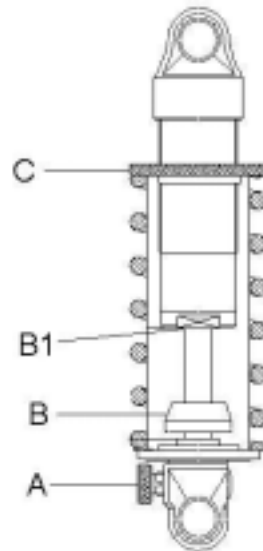
## **Prodigy/Prodigy DX**

The Giant Prodigy series is a simple yet effective suspension system that is equally at home on the road as well as on the bike trails. Please follow the guidelines below to setup your Prodigy series bicycle.

### ***Setup for Spring Shock*** (See Drawing #11):

- 1) The shock should be set to sag 10mm or 1/4 of its stroke while the rider is seated on the bike in riding gear.
- 2) To measure the travel, you can position the rubber top out bumper (B) on the shaft to the top of the shock (B1) to measure the amount of compression/movement.
- 3) If the shock compresses less than 10mm. You need to reduce the pre-load on the spring by turning the spring collar (C) counter-clockwise.
- 4) If the shock compresses more than 10mm, you need to increase the pre-load on the spring by turning the spring collar (C) clockwise.
- 5) If you need to turn the spring collar more than 6 turns from zero preload setting to achieve the proper pre-load, you need to get a heavier spring from your Authorized Giant Dealer.
- 6) Tune rebound adjustment (A) to your personal tastes(see Shock Basics and Terminology).
- 7) If you have difficulty tuning the shock, please see your Authorized Giant Dealer.

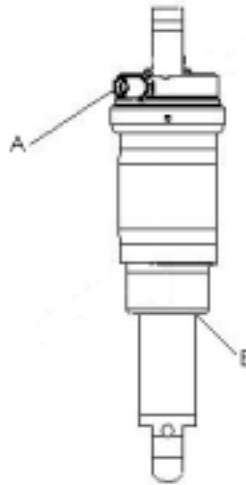
**Drawing #11**



***Setup for Air Shock*** (See Drawing #12):

- 1) For initial setup, set the positive air chamber (A) to the rider's weight.
- 2) To measure the travel, you can position the rubber "O" ring on the shaft to the top of the shock to measure the amount of compression/movement.
- 3) If the shock moves less than 10mm, reduce the air pressure in the positive air chamber (A).
- 4) If the shock moves more than 10mm, increase the air pressure in the positive air chamber (A).
- 5) If you have difficulty with set-up, please see your Authorized Giant Dealer.

Drawing #12



***Maintenance*** (See Drawing #13):

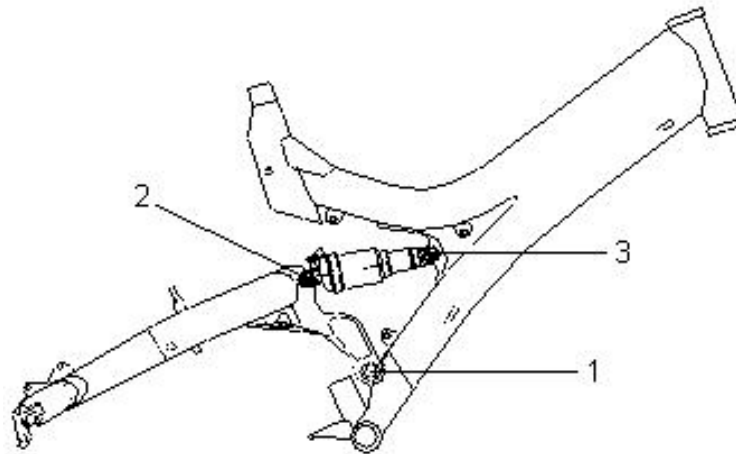
The Prodigy Series frame is designed to be as maintenance free as possible. However, before every ride, it is important that you inspect the frame pivot for any looseness or play.

1. If there is play, remove the main pivot bolt, clean, and apply **blue** Loctite™.
2. Reinstall pivot bolt to appropriate torque value (see below).
3. If there is still play in the pivot, please see your Authorized Giant Dealer to have your bike inspected for any needed repairs

***Torque settings:***

- |                      |                                      |
|----------------------|--------------------------------------|
| 1. Main pivot        | = 180-210 Kgf/cm. or 155-183 in-lbs. |
| 2. Rear shock mount  | = 90-110 Kgf/cm. or 78- 95 in-lbs.   |
| 3. Front shock mount | = 90-110 Kgf/cm. or 78- 95 in-lbs.   |

Drawing #13



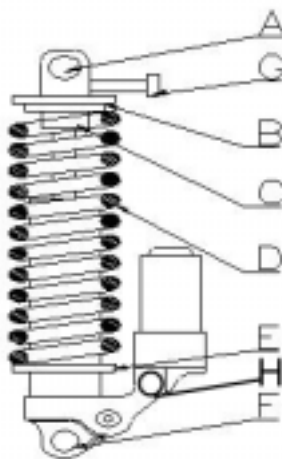
## *DH Team/DH Comp*

The Giant DH series are downhill specific bicycles made for both the recreational and competitive downhill riders. They are race proven machines used on the World Championship MTB circuit. Please follow the guidelines below to set up your Giant DH series bicycle.

**Setup** (See Drawing #14):

- 1) Set the pre-load on the rear shock so it compresses 18mm while the rider is sitting on the bike (in riding gear). To measure the travel, you can position the rubber top out bumper (C) on the shaft at the top of the shock to measure the amount of compression/movement.
- 2) If the shock moves less than 18mm, reduce the pre-load on the spring by turning the spring preload collar (E) counter-clockwise.
- 3) If the shock moves more than 18mm, increase the pre-load on coil spring by turning the spring preload collar (E) clockwise.
- 4) If you need to turn the shock collar more than six turns from the zero preload setting to achieve the proper amount of pre-load, you need a heavier spring. See your Authorized Giant Dealer for the appropriate spring.
- 5) Tune rebound (G) and compression damping (H) to personal tastes(see Shock Basics and Terminology).
- 6) If you have difficulty with set-up, please see your Authorized Giant Dealer.

Drawing #14



***Maintenance*** (See Drawing #15):

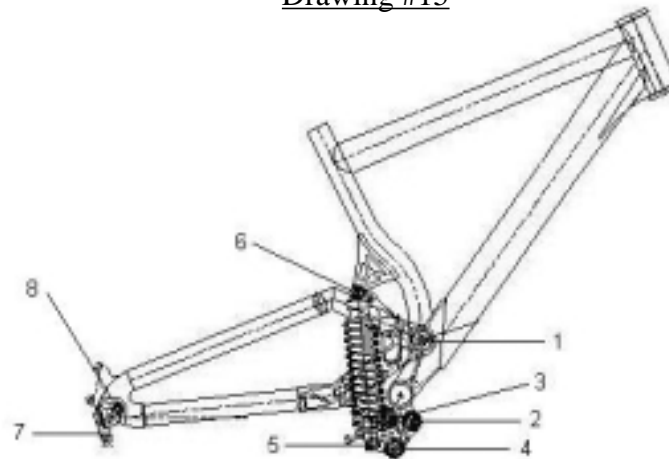
Before every ride, it is important that you inspect the frame pivots and links for any looseness or play.

- 1) If there is play, make sure that the pivot bolts are tightened to the appropriate torque value (see below).
- 2) If the pivot bolt is not tightened to the appropriate torque value, unthread the bolt enough to expose the receiving threads on frameset or linkage.
- 3) Put one drop of **blue** Loctite™ on the exposed receiving threads.
- 4) Tighten the bolt back to the appropriate torque value. Wipe off excess **blue** Loctite™ on the back of the threads.
- 5) If there is still play in the pivot or linkage, you may need a new pivot kit. Please see your Authorized Giant Dealer to have your bike inspected for any needed repairs.

***Torque settings:***

- |                             |                                     |
|-----------------------------|-------------------------------------|
| 1. Main pivot               | = 200-230 Kgf-cm or 172-198 in-lbs. |
| 2. Front triangle/U-link    | = 100-120 Kgf-cm or 86-103 in-lbs.  |
| 3. Small links/chain stays  | = 100-120 Kgf-cm or 86-103 in-lbs.  |
| 4. U-link/small links: bolt | = 100-110 Kgf-cm or 86-95 in-lbs.   |
| U-link/small links: cap     | = 60-80 Kgf-cm or 52-69 in-lbs.     |
| 5. Lower shock mount        | = 100-120 Kgf-cm or 86-104 in-lbs.  |
| 6. Upper shock mount        | = 90-120 Kgf-cm or 78-103 in-lbs.   |
| 7. Dropout                  | = 80-90 Kgf-cm or 69-86 in-lbs.     |
| 8. T-type bolt (rear axle)  | = 100-110 Kgf-cm or 86-95 in-lbs.   |

Drawing #15



## **Giant Bicycle Limited Warranty**

Giant Bicycle, Inc. (“Giant”) warrants the steel frame and rigid steel fork of each new Giant-brand bicycle to be free from defects in material and workmanship for as long as the original purchaser owns the bicycle. All Aluminum and Carbon Fiber frames and rigid forks as well as suspension frames are warranted to be free from defects in materials and workmanship for the original owner for a period of 5 years from the date of purchase. All other original components and all Giant brand repair parts, replacement parts and accessories are warranted to be free from defects in material or workmanship for a period of one year from the original date of purchase.

### **REQUIRED ASSEMBLY WHEN PURCHASED**

An Authorized Giant Dealer is required to assemble your Giant brand bicycle, without charge, at the time of purchase.

### **FREE 60-DAY REPAIR LABOR**

If your Giant brand bicycle is found to be defective in materials, workmanship, or assembly within 60 days of purchase, it will be repaired for you without charge for labor or materials. To receive this service, simply bring your Giant brand bicycle to the Authorized Giant Dealer from whom the bicycle was purchased.

### **LIMITED REMEDY**

Unless otherwise provided, the sole remedy under the above warranty or any implied warranty is limited to the replacement of defective parts with those of equal or greater value at the sole discretion of Giant. Unless covered by the free 60-day repair labor period, you will be responsible for labor costs associated with warranty replacements. IN NO EVENT SHALL GIANT BICYCLES, INC. BE RESPONSIBLE FOR INCIDENTAL OR CONSEQUENTIAL DAMAGES, WHETHER BASED ON CONTRACT, WARRANTY, NEGLIGENCE, OR PRODUCT LIABILITY, OR ANY OTHER THEORY, INCLUDING, WITHOUT LIMITATION, PERSONAL INJURY DAMAGES, PROPERTY DAMAGE, OR ECONOMIC LOSSES.

Some states do not allow the exclusion or limitation of incidental or consequential damages, so the above limitation or exclusion may not apply to you.

## **EXCLUSIONS**

THE ABOVE WARRANTY, OR ANY IMPLIED WARRANTY, DOES NOT COVER NORMAL WEAR AND TEAR, AND ALL WARRANTIES ARE VOID IF THE BICYCLE IS USED FOR OTHER THAN NORMAL ACTIVITIES. INCLUDING, BUT NOT LIMITED TO THE FAILURE TO FOLLOW THE OWNER'S MANUAL OR USING THE BICYCLE FOR COMMERCIAL ACTIVITIES OR IN COMPETITIVE EVENTS, INCLUDING BUT NOT LIMITED TO BICYCLE RACING, BICYCLE MOTORCROSS RACING, STUNT RIDING, RAMP JUMPING OR SIMILAR ACTIVITIES, AND TRAINING FOR SUCH ACTIVITIES OR EVENTS.

GIANT, MAKES NO OTHER WARRANTIES, EXPRESS OR IMPLIED. ALL IMPLIED WARRANTIES, INCLUDING THE WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE, ARE LIMITED IN DURATION TO THAT OF THE EXPRESS WARRANTIES STATED ABOVE. Some states do not allow limitations on how long an implied warranty lasts, so the above limitation may not apply to you. This warranty gives you specific legal rights, and you may also have other rights which vary from state to state.

## **WHAT YOU SHOULD DO**

Bring your bicycle along with a purchase receipt or other proof of the date of purchase to an Authorized Giant Dealer or write to the Customer Service Department at:

Giant Bicycle, Inc.  
3587 Old Conejo Rd.  
Newbury Park, CA 91320



### **Contact Numbers**

Giant Bicycle, Inc.	1-800-US-GIANT	<a href="http://www.giant-bicycle.com">www.giant-bicycle.com</a>
Rock Shox	1-800-677-7177	<a href="http://www.rockshox.com">www.rockshox.com</a>
Marzocchi	1-800-227-5579	<a href="http://www.marzocchi.com">www.marzocchi.com</a>
Manitou	1-800-423-0273	<a href="http://www.answerproducts.com">www.answerproducts.com</a>



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